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THIS IS UNEVALUATED INFORMATION

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1. Kunszentmárton - Tiszaug Area.

- a. A "delta line" has been built between Istvánháza and Kungyalu-Alsó. It is used exclusively for freight trains traveling in the Debrecen direction.
- b. A similar "delta line" for freight traffic has been built between Tiszatanya and Törökszentmiklós. This indicates that the new line between Kunszentmárton and Tiszaug is designed to relieve the load carried by the Tisza bridge at Szolnok, which carries a large number of rail transports arriving from the Záhony - Nyíregyháza - Debrecen direction. Owing to the delta line it will no longer be necessary for trains proceeding to Tiszaug to change locomotives at Szajol.

2. Bátaszék - Mohács Route.

- a. The rail bed for a new route between Bátaszék and Mohács is ready but track laying is delayed owing to shortage of iron.
- b. The actual work of laying the track could, in an emergency, be completed in a few days, if two mechanized companies worked simultaneously from Mohács and Bátaszék.

3. Paks - Szekszárd Line.

- a. The rail-bed, which is 26-28 km. in length, is constructed for double tracks, although it is only planned at the moment to lay a single track. The Paks line will be connected with the Szekszárd line at Tolna-Mózs, and the latter station will be enlarged.
- b. This new line is designed for the following purposes:
 - (1) To shorten the route for coal transports from Hidas Bonyhad to

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Báta szék by 19 km., the present route being via Dombovár;

(2) To shorten the route to the Yugoslav frontier area by approximately 30 km. and to afford greater loading capacity. The present route is via Pusztaszabolcs - Dombovár - Pécs and Villány, but the new route would be Pusztaszabolcs - Paks - Tolnamőzs - Bátaszék - Mohács - Villány.

4. Környe - Oroszlánbanya Line.

The extension connecting the Környe - Oroszlánbanya line with the Mör - Pusztavám line which was planned for 1952 has been delayed twelve months. The delay is probably due to lack of materials.